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Summing up the whole competition, it was above the average. The work of the unsuccessful competitors was of a high standard, and, from a careful inspection, I have little doubt that next year, if they try again, as I hope they will, they will get among the prizewinners. Special features of the contest were, the commercial-vehicle competition on No. 2 and the boy's competitions Nos. 4, 5 and 6.

The competitions have done much to stimulate those engaged in the industry, and have been the means of providing manufacturers with talent, and those possessing it have secured better employment at remunerative salaries. Further they have largely brought about a better feeling through the industry, a feeling of appreciation that tends to cement the goodwill which is so necessary to retain the high position of quality and value for which our British motor manufacturers are pre-eminent.

The popularity of our prize competition has been greatly enhanced by the generous donations and great assistance that has been forthcoming from the Society of Motor Manufacturers and Traders and the Worshipful Company of Coachmakers. Our Council and the whole industry place on record their gratitude and sincere thanks.

A special report of Competition No. 2 for a de luxe motorcoach was submitted by Judges Bonallack, Robson and White who suggested that in the future more attention be given to marginal drawings showing structural details, as a good-looking drawing might be submitted by a clever draftsman of limited knowledge if structural features be omitted. Most of the competitors failed to observe the regulations of the Ministry of Transport and could not have had their coaches accepted by Scotland Yard authorities. All three prizewinners sent in workmanlike and highly meritorious drawings, and the judges especially commended the de luxe coach of William Hurley.

The Luggage Problem on English Coaches

By R. H. Morter *

NOW that long-distance passenger transport by road is well established, a problem that besets the designer of coaches for this specific purpose, is the storing of the passengers' luggage. With a full complement of passengers, a fair amount of luggage has to be carried, and it is considered necessary to set aside some part of the vehicle for this purpose.

The position of this accommodation is predetermined to a certain extent by the varying body requirements, such as seating capacity, style of coachwork, and if the luggage space is to be an important feature or to be worked into the body design as an essential item, but with secondary consideration regarding the position. In the case of light parcels, these can, of course, be accommodated in racks or nets affixed along the cantrails near the roof, providing the body is not of the sliding-stick, all-weather type. Should only the center portion slide, however, as shown in Fig. 1, the cantrail racks are still applicable.

The question of heavier baggage requires more attention, and is more affected by the type and style of

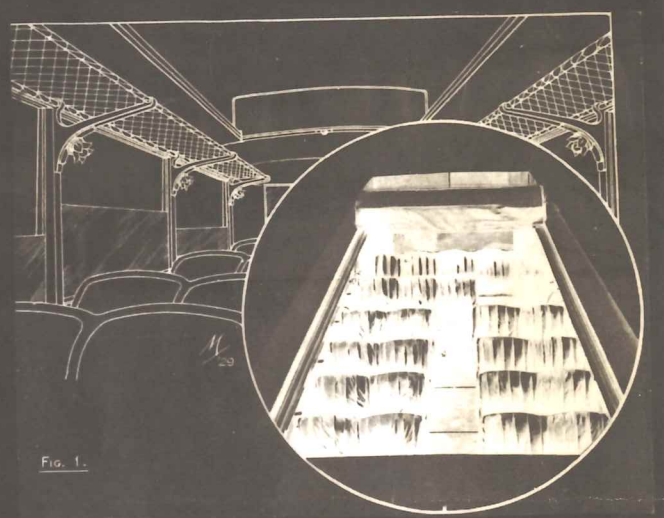

Fig. 1.

Fig. 1 showing the use of cantrail parcel racks in an all-weather coach; the photographic inset shows also a luggage rack on the rear portion of the roof

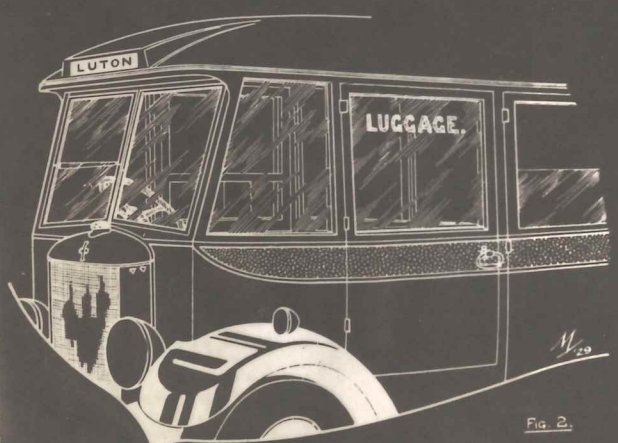

Fig. 2.

Fig. 2—A forward-control coach with the near side of the full-width compartment reserved for luggage

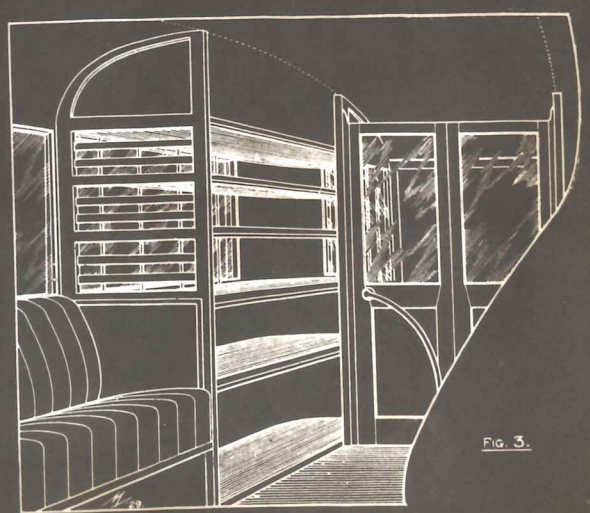

Fig. 3.

Fig. 3—An interior rack system near the rear doors; large or heavy bags are placed near the floor

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